"NO. 117 FAST MAIL."

TIME SCHEDULE OF THE NEW SANTA FE TRAIN WEST.

JUST FIVE HOURS TO NEWTON.

FIRST TRAIN TO LEAVE KANSAS CITY THURSDAY MORNING.

Connection West and South From Newton Not to Be Made at Present, but Will Follow Shortly-The Midnight Mail

Collection.

"No. 117, Fast Mail." This is the official name of the new mail train west from Kan-

sas City to Newton. This was decided upon yesterday by officials in the oper-

OF EXPRESS TRAIN CRASHES THROUGH A BRIDGE.

TWENTY-FOUR WERE INJURED.

ACCIDENT OCCURRED DURING A FRIGHTFUL STORM.

FARMER TRIED TO FLAG TRAIN.

HIS SIGNAL COULD NOT BE SEEN FOR DARKNESS.

MANY INJURED BROUGHT HERE.

SURVIVORS TELL GRAPHIC STORIES OF THE TERRIBLE SCENE.

Eugine Crossed the Bridge Safely, but the Smoker and Chair Cars and Mail and Express Cars Were Hurled Into a Raging Torrent of Water.

The St. Louis express on the Wabash railroad which left the Kansas City Union station at 6:39 last night, met with an awful wreck thirty minutes later, when a mile this side of Missouri City and twentytwo miles east of Kansas City.

During a terrific rain storm, and while the train was running at its usual speed, a bridge gave way under its weight.

A farmer tried to flag the train, but could not be seen in the darkness.

The engine had passed over the weakened bridge in safety. The mail car, baggage car, smoker and chair car went down with the bridge, a distance of twenty feet, the wreck landing in water from ten to twenty feet deep. One-half a second chair car also went into the the awful wreck. The sleeper telescoped the chair car and was left partly hanging over the chasm. Two Excelsion Springs cars did not leave the track.

The number of dead is estimated at from nine to twenty-five. The known dead number nine. Six bodies have been recovered and are at Missouri City.

The injured number twenty-four. Of these nineteen were brought to Kansas City. The others are at Missouri City. The list of dead is:

The Dead.

conductor of the train

EDWARD GRINDROD, of St. Louis, ex-

press and baggageman.

O. M. SMITH, of St. Louis, postal celrk. FRANK W. BRINK, of St. Louis, postal

SAUL WINTERS, of St. Louis, postal clerk.

W. S. MILLS, of St. Louis, postal clerk. GUS SMITH, of St. Louis, postal clerk. C. P. GREASLEY, of St. Louis, brake-

TRAINBOY, name unknown, The Injured.

The following is a complete list of the injured who were brought to this city. Many others injured and rescued from the other side of the chasm are at Missouri City. With one exception, the injured were taken to All Saints' hospital, Mrs. Dory was taken to her home.

Mrs. Anna Cannan, Salisbury, Mo.: left knee bruised and severe internal injuries. Robert S. Ingle, 2515 East Tenth street; left hand crushed and bruises about the

W. H. Wilkenson, 536 Wabash avenue; bruised about the face and right hand

Mrs. W. H. Wilkenson, 536 Wabash ave nue; left hand and body bruised.

H. J. Linnebur, chief of police, St. Charles, Mo.; cut and bruised about the hand.

D. L. Davis, 895 East Fifth street; left hand bruised. J. R. Smith, Brunswick, Mo.; two ribs

Henry Gray, Prairie, Mo.; bruised about the head and body. J. W. Huff, Mexico, Mo.; right hand cut and a gash in the back of the head,

Alice Dory, 1419 Wyandotte street; Thomas Nixon, DeWitt, III.; slightly

B. M. Britigan, 1250 North Fifth street, Kansas City, Kas.; cut and bruised about the head; contusion of right shoulder and

left knee. Samuel Williams, colored boy, St. Charles

Mo.: cut over the right eye, J. H. York, Sedalia, Mo.; left leg bruised and face scratched.

Mrs. S. S. Prather, Columbia, Mo.; bruised about the head, and left hand cut, Alexander Miller, colored, 1859 Terrace; back badly wrenched.

Miss Lilly Groves, principal of ward school in Atchison, Kas.; right car nearly severed from her head, and body bruised.

# THE JOURNAL'S NEW HOME.

The Journal will to-morrow move into its new home in the Rialto building, at the corner of Ninth street and Grand avenue, diagonally across from the new government building. The great advantage of the location is conceded by all. The new quarters have been very completely fitted up.

crushed or drowned. Only the top of the and the scene was one filled with all that smoker is above the water.

other sounds, the inky sky scamed with sible, CHARLES C. COPELAND, of St. Louis, night the deep, narrow gorge was filled with minutes prior to the wreck, said there a mad torrent of roaring water. Here it was that death was met.

Fell us One Piece.

There was not an instant's warning before the timbers gave way with a great of the passengers were hurt. crunching and splintering. The weight of the cars here them downward with fright-

in waiting.

many Kansas City people.

### WRECK A FRIGHTFUL ONE. Rains Had Weakened the Trestle and It Went Down as if of One Piece.

chair car, sleeper, and two coaches for Excelsior Springs. It made the run without
incident to the bridge this side of Missouri
City. There is a wooden trestle there on a
curve. It was built several years ago to
escape using a tunnel. As the train struck
the trestle it swung out of line, having been
wookened by the tremendous volume of J. B. Burke, Guthrie, O. T.; back weakened by the tremendous volume of water that was flowing beneath it. A farmer had discovered the weakness, but The engine passed over safely, but the structure went down beneath the mail car. The tender was broken loose from the engine and fell off the track on its side. The mail car went down into the water. The E. Ketterstrass, this city; bruised about and stood it on end, the lower end grinding

Kansas City in a special train sent down of the accident conspired to make it one of from Randolph, and which arrived here at the most terrifying sights imaginable. Before anyone could realize what had hap-There were twenty-five people in the perced the cries of the injured filled the air. smoker at the time the crash came. Only Shricks and shouts for help came from all eight could be accounted for after the sides. Women screamed for help, men wreck. It is believed all the others were shouted in vain in their search for others

was terrifying. The chair car was crowded. Several who | Semeone shouted that the wreck was on were occupants of this car have not been fire, and another shouted that a freight train was following closely, Two young The passengers who returned to this city men-Messrs. Zea and Herbold, of this city, describe the scene at the wreck as appall- in the rear coach-sprang off, ran back ing. The storm was something awe-inspir- down the track, and with an umbrella ing in its violence. The train had been flagged the freight train that was only ten plunging through it for a quarter of an intuites behind. The crew of that train by done, but it was something awful. Men hour, the noise of the thunder drowning all hurried down to render what aid was pos-

vivid lightning, when the fatal bridge was | Ed Dilon, of Holliday, Kas., who rode in reached. Usually it spans a brooklet. Last the smoker of the train, and left it a few were at least twenty-five people in the smoker. The chair car was practically filled and probably fifty people or more were

Drowned as in a Trap.

guished. From the darkness came cries car was instantly covered with water. The this delay that caused the passenger train Those in the rear coaches rushed out, each evening. Much of it is valuable, as it freight. fearful and trembling, and tried to render makes connection with Toledo and Buffalo all assistance possible. Although the sun and handles a large amount of St. Louis had not set, it was nearly as dark as night, and the scene caused stoutest hearts to duty. They were drowned like rats in a had been running into Kansas City. He sicken. The wrecked cars acted as a bar- trap, if not killed by the shock. None of rier to the mad waters, but they rose with the bodies had been gotten out of the car startling rapidity, and almost before the when the crippled passengers were brought work of rescue had begun the wreck was away. Owing to the heavy rain the clerks almost overflowed, and death by drown-ing met the imprisoned ones who had es-and they were buried in the car beneath of work for twenty years, being a veterar

The full list of dead must remain incomplete until the waters have subsided and the wreck is cleared away.

The breaking of the bridge left communication between parties on either side of the chasm impossible. The bodies recovered to the class and the state of the class and the state of the chasm impossible. The bodies recovered to the class and the class and the state of the pitching and to the water on its side. In the pitching with equipment left Mobelly during the state of the line. For five years he had been on the run from here to St. Louis. He was married and live din St. Louis.

A wrecking crew with a large force of worken and timbers for repairing the damage done to the bridge, left Kansas City last night at 11 o'clock. Another train with equipment left Mobelly during the state of the line. For five years he had been on the run from here to St. Louis. He was married and live din St. Louis.

A wrecking crew with a large force of worken and timbers for repairing the damage done to the bridge, left Kansas City last night at 11 o'clock. Another train with equipment left Mobelly during the damage done to the bridge damage. the chasm impossible. The bodies recov- and tossing about of the contents of the ered were all taken from the eastern side car as it made the drop, there was not one and many of the injured escaped to that chance for a man to escape with his life, bank, although most of them were on the and he was unquestionably killed or so badwestern side and were returned to Kansas ly crippled that he was unable to help him-City, where medical and surgical aid was self and was drowned. Up to the time the train left for Kansas City it had been im- TRIED TO FLAG THE TRAIN. The train was well filled and contained possible to get into either of the cars to

As soon as Engineer Billy Carlisle realined what had happened he started as fast as his crippled engine could travel for Missouri City, and reported the wreck. A wrecking train left Moberly shortly after. Twenty minutes after the wreck was reported a special train carrying the officials The train was known as No. 6, and left of the line, and a score of doctors left the city at 6:20 p. m. It was composed of a mail car, baggage and express, smoker, chair car, sleeper, and two coaches for Ex-

porter were there to help the passengers.

The brakeman and news agent were in the smoker and went-down with it.

"It was the most awful sight I ever saw," said J. J. Kelley, of Kelley Bros.' Cooperage Company, of Kansas City. "I was in the front car going to Excelsion Springs. We were directly behind the sleeper and we stopped with a suddenness that bumped us about a bit. We heard cries and shouts and hurried out into the flash of the lightning we could see the wreck piled up in the most awful shape, while the raging waters went foaming and tearing over and through the cars. I never saw a more frightful picture. Cries came from all parts of the wreck and people were climbing and hurrying out of it. Men with blood streaming all over them came struggling out and women with clothing disheveled and covered with blood piteously appealed for help. Everyboily heiped as soon as we could see what could be done but it was could see what could be done had been killed, but no one could give an estimate of the number. The newsboy and the conductor were both in the smoking car at the time of the wreck and both were stimate of the number. It was probably more, rather than less, than that number."

Wr. Ingle Saw the Farmer.

Robert S. Ingle, of 2515 East Tonth street, while baving his hand dressed at the hospital, said: "A farmer who was returning home from Missouri City, passed over the bridge but a few minutes before the wreck. He saw that the bridge had been considerably weakened, and on hearing the approach of the train attempted to flag it. pealed for help. Everybody on as we could see what could os done, but it was something awith. Mon-were pinioned down beneath great masses of seats, limbs were broken and it was agony unspeakable to get them out, but those who could render assistance did all that was possible. There is no teiling how many pepole are down in that water. It was from six to ten feet deep and the cur-rent was very swift."

By Chance This Train.

Freight train No. 96, pulled by engine in it. The sleeper was well filled, but none 145 with Engineer Rice, usually leaves Kansas City ahead of the mail train and runs out as far as Lexington Junction ahead of it. Last evening the train was delayed at In the mail car were the five clerks of Randelph, and was held there to allow the ful momentum. The lights were extin- the crew. They went down first and the passenger train the right of way. It was and groans and imprecations and prayers. car carries an enormous quantity of mail to go through the bridge instead of the

Conductor Charles G. Copeland was one of the most popular conductors who ran into the city. For fifteen years he had been was married and had a family in St. Louis His brakeman, Griesley, had been in the employ of the company for five years and Ed Grindrod, messenger for the Pacific from the Eastern portion of the line. For

done very well until the water in the creek goes down. It was expected that it would be down enough this morning to permit work to be rushed.

# A Farmer Tells John Ennis of Fruitless Efforts to Avert the Wreck.

John Ennis, a traveling salesman for Beekham & McKnight, was in the rear car of the train, which was the only one in which all the passengers escaped injury. Mr. Ennis, soon after the wreck, saw a farmer who had come from Missouri City in the city. He claimed he had discovered the weakened condition of the bridge and had waited at the scene to flag the train. He claimed to have waved a flag on the track, but, owing to the terrific downpour of rain, the engineer was unable to see the

signal. The engine passed over the trestle, which broke immediately afterwards, and the ten-The work of rescuing the passengers who der, together with the front, or through were injured began with great promptness, smoking car, was thrown backward into his efforts to flag the train proved fruitless, but was accomplished with the greatest the gorge. The farmer claimed that at 5 difficulty. Not a train man was to be o'clock there was practically no water in dealer of Excelsior Springs, but he did not found. The crew was all in the wreck and the gorge, but at the time of the wreck, it know the name of the other man. The was a raging torrent of ten feet or more only the conductor of the Pullman and his in depth. The farmer said the bridge was tricating himself from the wreek but Me clearly unsafe, which had impelled him

Many Unaccounted For.

The bodies of the dead which have been recovered from the wreck are at Missouri City. Those who were very badly injured were left at Missouri City in charge of surgeons from Moberly. All who can be removed will be taken to the company's hospital at Moberly. Nisescen of the injured and those who escaped were returned to

many of the occupants of the smoker had been killed, but no one could give an estimate of the number. The newsboy and the conductor were both in the smoking ear at the time of the wreck and both were instantly killed. I think a conservative estimate of the number killed would be twenty. It was probably more, rather than less, than that number.

proach of the train attempted to flag it. He had no flag and when he attracted the engineer's attention it was too late to stop the train. I was talking with him after the wreck. He said a wagon bridge a short distance up the river had washed down against the piling that supported the railroad bridge, and had formed a dam. There were trees and fences piled against the bridge, and he saw that it could not stand the strain much longer, He said that ordinarily there is only a little water in the stream, but at the time of the wreck it was fully lifteen feet deep. The whole country along the creek was under water."

Edwin Zea, of Kansas City, and G. W. Herbold, a traveling salesman for Emery, Bird, Thayer & Co. were the men who flagged the approaching freight train. Both agreed with Mr. Ennis in their accounts of the wreck and estimates of the humber killed. On arriving at the depot both took lunch at the depot lunch stand and neither seemed to take any credit for having saved their fellow naveneers from the catestro. ed to take any credit for having saved ist have been killed but for the fore-ought of these two men. Both said they ild not see a trainman after the wreck, and were of the opinion that all except the magineer, fireman and Pullman conductor and been killed.

n killed. reight train was about ten minutes the passenger train. Neither Mr. Passengers Climbed Out of Windows.

Lee W. Campbell, of Kansas City, was in the rear car. He said: "We hardly felt the shock. I should think there were at least ten or twelve killed, from the reports I have had from the passengers on the other ars. The mail car, baggage car and smoker are down in the water on the other side of the gorge. I think the gorge was about fifteen feet from the top of the trestle. On this side of the gorge the sleeper, which was behind the chair car, ran under it, and the Excelsior Springs, or second smoker, is over The front of the second moker is broken in and two people in that car were injured. I heard a passenger who evening say after the wreck that it was ed with traveling men." H. P. Dillon, attorney, of Topeka, with

is wife and son and servant, was in the deeper en route to New York. He said one end of the sleeping car was under water in the gorge. It was standing on end and the ssengers escaped by climbing through passengers escaped by climbing through the window. No one in the sleeper was hurt. Mr. Dillon was unable to tell how many persons were in the sleeper, but said that estimates of five, made by other passengers, were too low, and that there were at least eight or nine persons. Mr. Dillon was scratched on the face, but the other members of his party showed no evidences whatever of having been three cars deep in a train wreek. in a train wreck. Inspector Sullivan Makes a Rescue.

celsior Springs smoker, the front end of which was smashed up, and two of the passengers of which were injured. He said one of the passengers injured is a liquor tricating himself from the wreck, but Mr.

mail car went down into the water. The express car followed, each falling on their sides. The chair car tipped down into the chasm. As the rear end raised up, the chasm. As the rear end raised up, the front end of the sleeper went beneath it and stood it on end, the lower end grinding and crushing the mail and baggage cars beneath it. The front end of the sleeper was out over the chasm, but it was held in place of the safety of the rear manning passengers on the train. There were no trainmen left to stand in the storm in an attempt to flag the train. There were no trainmen left to stand in the storm in an attempt to flag the train. There were no trainmen left the cars were left, the engineer and lire was pinned between the car stove and the car man being on the other side. The passenger of the said of the garge on which seture in the stand in the storm in an attempt to flag the train. There were no trainmen left to stand in the stand in the storm in an attempt to flag the train. There were no trainmen left to stand in the stand i Sullivan and C. O. Bramhall, of Kansas City, had to take the other man out. He

A freight engine, caboose and a paenger coach made up the special whi brought the injured to this city.

Their Wounds Dressed at All Saint

Where They Tell Thrilling Sto-

Dr. Jabez N. Jackson, surgeon of t Wabash, was at the depot in waiting at had called in as assistants Dr. C. Lest Landon, Albert McEwen and W. E. Jac son. Three ambulances and a dozen ca rieges were waiting when the train wi the injured arrived. They were at once taken to the conveyances and were rushed away to All Saints'. The women were carried immediately to the operating room, where, after finding the extent of their injuries, the surgeons dressed their wounds. The men were laid on lounges and cots in the waiting rooms and those who were slightly bruised walked about the halls, discussed the wreck and congratulated themselves that they had fared no worse. Every possible attention was given them.

A Little Girl's Fright. Chief of Police Linnehur of St. Charles

Mo., who was suffering from injuries about the head, was returning to his home after a trip to Kansas City when the accident "I was asleep in the chair car when I

was thrown violently to the floor by the erash." he said, when his wounds had been "Every chair in the car was jerked loose from its place and piled up in jerked loose from its place and piled up in the front end of the car. Fortunately I was sitting near the back of the car, and was not struck by the flying chairs."

"As soon as I found that I was not seriously hurt, I went to work assisting those who were penned up in the cars," said E. Ketterstrass. "The most pitcons incident of the wreck to me were the cries of Emma Cannan, the little daughter of Mrs. Cannan. She was screaming at the top of her voice when we lifted her out of a car window. She was not badly injured, but kept crying:

"Mamma is killed! I know she is! I

"Mamma is killed! I know she is! I saw the chairs piled upon her!"
"The child struggled to break away from us and go back to the car, where she had seen her mother under the wreckage. Mrs. Cannan was rescued from the wreck, and was semi-conscious when she was found. All the way to the hospital the little girl clung to her mother and sobbed." Escaped by a Miracle.

W. H. Wilkinson, who is employed in Mcpassed through the chair car early in the Crary's office on Union avenue, was in the chair car with his wife going to Missouri City to spend Sunday with some relatives. They sat in the rear seats. They were thrown the entire length of the car. Mrs. Wilkinson had her right arm broken and her spine was hurt so that she had little use of her limbs. There was also a long cut in her scaip. Mr. Wilkinson had a dozen cuts and bruises in his face, and on his head, received as he made that awful trip when the car went down. He was thrown against the roof of the car. down on the floor, several seats fell on and rolled over him, and he finally landed in a pile in the front end of the car. How he escaped being killed he was unable to explain. His injuries are painful and those of his wife are serious.

"Our car tipped down and was kicked up in the rear by the sleeper and the people and chairs were tossed into the front end," he said. "I don't know how we escaped being killed. It seems to be a miracle."

Edwin W. Zes, of the Union National bank, was in one of the cars going to Excelsion Springs for Sunday. He got his side bumped painfully when the cars made a sudden stop. He was one of the people who hurried out in the rain to render what assistance he could, and, with another man, heiped flag the freight train and prevented it from running into the wreck.

"It was an awful sight," he said. "The Wilkinson had her right arm broken and

Dennis Sullivan, postoffice inspector, with headquarters in St. Louis, was on the Exhelped flag the freight train and prevented it from running into the wreck.

"It was an awful sight," he said. "The storm was at its highest, the wind was blowing furiously, the rain was falling in great sheets, and the thunder and lightning were terrible. The work of rescue could only be done with danger, and yet everyone appeared quite willing to pitch in and help. I tell you it was awful, the fix some of the passengers were in, and it is rective certain there are bodies down in the eems of the passengers were in, and it is pretty certain there are bodies down in the wreck. The mall and buggage cars are down in the creek and pretty well covered with water, and the smoker is piled in on top of them, and the chair car tipped up on end on top of all. They did not uncouple the Excelsior Springs car because they were atraid if they did the sleeper would topple into the river."

Lucky Escape. James H. York, of Sedalia, was one of those who got out of a pretty tight place Continued on Second Page.

ating department working on the schedule. So far only the outgoing schedule has been completed. The return schedule will likely throw the train out of Newton at 5:15 p. m., reaching Kansas City about 16:20. This, however, is yet problematical, but is prob-ably not far from final arrangement. The train at the present will be made up of engine, mail car and chair car. This will make it easy to conform to a reasonably fast schedule. As the passenger business developes demanding more space, addition-al cars will be provided. It is estimated that the train will prove quite an accommo-dation to the traveling public. This will

be especially true when final connections are made at Newton. At present the officials have not been able to make Western and Southern con-nections at Newton. Under existing schedules certain connections are made in Texas and the far West. These must be adjusted and brought in harmony with the change in schedule, slight though it be. As esti-mated, this can be done in a short time when the whole theory of the train can be carried out to perfection.

The outgoing schedule as completed yes-terday is as follows:

	Stations.	a. m.
	KANSAS CITY	
	ARGENTINE	3:10
	Turner	3:14
	Morris	3:19
	HOLLIDAY	3:24
	Choteau	3:26
	Wilder	5.90
	Cedar Junction	7:40
	DeSoto	71.49
	Eudora	9-51
	LAWRENCE	4-02
	Lake View	
	Lecompton	4:17
	Tecumseh	4:33
		Arrive.
	TOPEKA	4:40
		Leave.
	ТОРЕКА	
_	Pauline	4:56
	Wakarusa	5:03
56	Carbondale	5:10
	Scranton	5:14
h-	Burilingame	5:21
211	Peterton	9.46
	OSAGE CITY	
	Reading	5-49
	Land	5-70
-	M., K. & T. Crossing, Emporia Junet	6.08
	EMPORIA	Arrive
125	EMPORIA	6:12
		Leave
	EMPORIA	0:13
S-	Sterry	6:23
50	Bennett	6:26
h	Saffordville	6:29
	Ellinor	6:34
	Strong City	F-33
16.	Elmdale	
ıd	Clements	6-16
2220	Cedar Grove	
OF	FLORENCE	7 10
5.	Horners	7:20
	Peabody	7:28
700	Braddock	7:35
	Walton	7:46
h	NEWTON	8:00
	The train will leave at 3 a. m., Thi	reday

morning. On the same night midnight collection of mail in the business part of the city will be made, and the three early mail trains will make connection with the ests of the city. This places Kansas City on the commercial map as well as on the geographical map. It gives first-class faellitles to the local postoffice; and gets firstclass service out of the same.

It is very plain that the postoffice de-partment is in full sympathy with the commercial interests of Kansas City, Everything possible that was necessary to give Kansas City a service in keeping with give Kansas City a service in keeping with the rapidly growing commercial interests has been done with promptness, neatness and dispatch, when the exact situation was piaced before the officials. Other and ad-ditional improvements will be made as the occasion, suggests and the demand dicoccasion suggests and the demand dic-tates. The value of this to the commer-cial interests of the city can not be over-estimated, and it is very plain that the business men of the city fully appreciate the quickly changed and improved condi-As evidence that the postoffice depart-

As evidence that the postoffice department is fully apprised of the situation and in full harmony with improvements in the service demanded by the business interests of Kansus City, the following letter may be offered, written by First Assistant Postmaster General Perry S. Heath, in response to a letter calling his attention to the need of midnight collection: "I have your favor respecting midnight collection of mail at Kansus City and amvery glad to have the opportunity to render you and the commercial interests of rour city some favor, which I think is very just. The collection will be ordered."

It will thus appear your place the control of the collection will be ordered.

very just. The collection will be ordered."

It will thus appear very plain that the postoffice department is fully apprised of the existing commercial conditions and that Kansas City is in line to secure the advantages that really make commercial

## FOREST PARK UNDER WATER. Marnis Des Cygnes Celebrates the Close of the Assembly by Going on a Tear.

Ottawa, Kas., June 28.-(Special.) The eautiful white city at Forest park is in ruins. The Marais Des Cygnes began rising rapidly yesterday morning, and to-day has nearly reached the high water mark of '5. The floor of the tabernacle where itryan taiked to thousands yesterday acternoon is about half covered with water, and the platforp is about one foot out of its reach. In Prentis half, the water surrounds the platform, All night large logs and trees kept coming down, and the river is still full of them, a pretty good indication that it is still rising.

A lively seene was presented at the park last night. The water rose faster than the force of men could keep the tents out of its reach, and many of them were in water before taken down. About 5.00 feet of tent flooring went down, stream last night. A large force of men has been at work all day clearing away and saving of '95, The floor of the tabernacle where

water before taken down. About 5.30 feet of tent flooring went down stream last night. A large force of men has been at work all day clearing away and saving what is left of the white city.

The water from the river has backed up in Skunk run to between Third and Pourth streets in the city, and a few families have been compelled to move but of their houses. The river is now slowly receding, but a threatening storm is approaching from the mortheast.

Madrid, Spain. June 28.—Don Francisco, Silvela, the leader of the Dissident Conservatives, has published a maniest of demanding the adoption by the Spanish government of an energetic attitude towards the United States in regard to Cuba. He equally condemns the scheme of reforms for Cuba drawn up by Premier Candrovas del Castillo, and the autonomy scheme advocated by the Liberals.

Nashville, Tenn., June 28.—To-day by decree of the chancery court Polk place, in the center of the city, the home of President James K. Polk, was sold for distribution among the heirs, and brought only \$15,000. It is not probable the sale will be confirmed, but that the property will be again offered at public sale.